

TO: IXO-MSO's
Copies: m, md, mvs, mep, mvs
Blind CC:
Attach:
Subject: Bridge Allisions
AutoFwd: mvs/D8m -> G.Tetreau/D8m

During a recent unit visit, Captain Calhoun was told that there is confusion in determining what constitutes a bridge allision and when is it a reportable casualty. This e-mail clarifies the definition of a bridge and outlines the allision reporting requirements in the regulations.

The definition of a bridge (33 USC 511 & COMDTINST M16590.5A) includes but is not limited to, highway bridges, railroad bridges, foot bridges, aqueducts, aerial tramways and conveyors, overhead pipelines and similar structures of like function together with their approaches, fenders, pier protection systems, appurtenances and foundations. Please note that fenders are considered as part of the bridge whether they are physically attached or not.

The regulations that require bridge allisions to be reported are in 46 CFR Part 4 (Marine Casualties and Investigations) and 33 CFR 160 (Ports and Waterways Safety). These sections of the regulations were recently revised by interim rules published in the Federal Register on Aug. 3, 1994.

33 CFR was amended in four ways. The definition of "hazardous condition" was amended to include collision and allision as possible causes of a hazardous condition. The operation of a vessel that causes any hazardous condition was incorporated as criteria requiring Coast Guard notification. The term operator was added to the list of those persons required to give notice to the Coast Guard of a hazardous condition. And lastly, a cross reference to CFR was established for "marine casualties" that fall within the context 46 CFR Part 4 which also requires Coast Guard notification.

46 CFR was amended to cross reference with 33 CFR 160, to add the term "operator" to the list of persons responsible for Coast Guard notification, to require immediate reporting of casualties (after resulting safety concerns are addressed) vice "as soon as possible," and to eliminate dual reporting requirements when the casualty is reported under 33 CFR 160.

Essentially, these changes require reporting by mariners of all allisions with a bridge (including the fendering system) no matter how slight. Coast Guard units are to report bridge allisions to the D8(cc), per D8 INSTR 16590.1 dated June 15, 1995.

References: MSIS, Marine Casualty Field Information (MCFI)
product set, 11 July 95
August 3, 1994 Federal Register Vol. 59, No. 148
46 CFR Part 4, 33 CFR Part 160.

Released By: CDR Tetreau